

PUBLIC WORKS COMMITTEE

DATE: December 4, 2008

CALLED TO ORDER: 5:32 p.m.

ADJOURNED: 7:25 p.m.

ATTENDANCE

ATTENDING MEMBERS

Benjamin Hunter, Chair
Ginny Cain
Brian Mahern
Dane Mahern
Janice McHenry
Mary Moriarty Adams
Mike Speedy

ABSENT MEMBERS

Angela Mansfield
Christine Scales

AGENDA

PROPOSAL NO. 560, 2008 - reappoints Dennis Rosebrough to the Board of Public Works

"Do Pass"

Vote 7-0

PROPOSAL NO. 561, 2008 - reappoints Kenneth W. Hughes to the Board of Public Works

"Do Pass"

Vote 7-0

PROPOSAL NO. 562, 2008 - reappoints Robert Parrin to the Board of Public Works

"Do Pass"

Vote 7-0

PROPOSAL NO. 563, 2008 - approves a transfer of \$869,460 in the 2008 Budget of the Department of Public Works (Non-Lapsing Federal and State Grants, Federal and State Grants, and Consolidated County Funds) to place grant funding in the appropriate categories to properly account for expenses associated with the Clean Air, Retrofitting, and Hazardous Waste programs

"Do Pass"

Vote 7-0

PUBLIC WORKS COMMITTEE

The Public Works Committee of the City-County Council met on Thursday, December 4, 2008. Chairman Benjamin Hunter called the meeting to order at 5:32 p.m. with the following members present: Ginny Cain, Brian Mahern, Dane Mahern, Janice McHenry, Mary Moriarty Adams and Mike Speedy. Angela Mansfield and Christine Scales were absent. Councillor Ryan Vaughn was also in attendance.

PROPOSAL NO. 560, 2008 - reappoints Dennis Rosebrough to the Board of Public Works

Dennis Rosebrough said he has completed one year on the board of Public Works and has enjoyed the experience immensely. He said at one point in his career he worked for the Department of Public Works (DPW), and feels at home. Mr. Rosebrough said he is impressed with the work of the staff. He said he realizes that the department has a great task ahead with sewer and transportation issues, and he is please to be apart of the process. Mr. Rosebrough said he would appreciate the opportunity to continue to serve the citizens of Indianapolis.

Chair Hunter thanked Mr. Rosebrough for his service, and told him that he looked forward to working him in the next year.

Councillor Moriarty Adams said that she has known Mr. Rosebrough for over 10 years, and she thanked him for the many things he has done to serve the citizens of Indianapolis. Councillor Moriarty Adams moved, seconded by Councillor Speedy to send Proposal No. 560, 2008 to the full Council, with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 561, 2008 - reappoints Kenneth W. Hughes to the Board of Public Works

Kenneth Hughes said this is his fourteenth year working with the board of Public Works. He said he enjoys working with the board, and would appreciate being reappointed. Chair Hunter thanked Mr. Hughes for his service, and told him he appreciated him switching from the Stormwater board to the Public Works board. Councillor Moriarty Adams moved, seconded by Councillor Speedy to send Proposal No. 561, 2008 to the full Council with a "Do Pass recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 562, 2008 - reappoints Robert Parrin to the Board of Public Works

Robert Parrin said he is finishing up his first year on the board of Public Works. He said that he is a consulting engineer, and has lived in Indianapolis for fifteen years. He said that he retired from the corporate world about five years ago. Mr. Parrin said although, he and his wife have traveled the United States, they decided to make Indianapolis their home, because it is a wonderful place to live. He said his background is in the wastewater business. He said that he finds the work on the board very interesting, and

he hopes that he is of good assistance to the Director, Dave Sherman, DPW, the staff, and the community. Chair Hunter thanked Mr. Parrin for his service. Councillor Moriarty Adams moved, seconded by Councillor Cain to send Proposal No. 562, 2008 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

PROPOSAL NO. 563, 2008 - approves a transfer of \$869,460 in the 2008 Budget of the Department of Public Works (Non-Lapsing Federal and State Grants, Federal and State Grants, and Consolidated County Funds) to place grant funding in the appropriate categories to properly account for expenses associated with the Clean Air, Retrofitting, and Hazardous Waste programs

Mike Williams, Chief Financial Officer, DPW, said he is passing around a hand-out, attached as **Exhibit A** that will explain the transfer of funds. He said there are three different parts to this Fiscal Ordinance, and there is no increase or decrease. But, this is a change to the accounting. The first part moves \$735,460 of local funds to the federal and state grant funds. He said this is a practice that the Office of Finance and Management (OFM) is encouraging DPW to do, and it is a good practice. He said on the chart below the new practice line, is the previous process of how funds were used. That line shows how money was spent out of the local funds, and shows how DPW's reimbursements come in through state and federal grant funds. Each occurrence requires DPW to do a journal entry (je) of the budget and expenses. Mr. Williams said in the proposed structure line they are attempting to put the budget, expenses, and revenues, in the appropriate state, federal, and grant funds. He said this is the right thing way to account for the funds.

Mr. Williams said the second part of the ordinance is to move funds between certain character's budgets. He said this will allow DPW to clean up accounting between two different grants. One case involves receiving money from the Environmental Protection Agency (EPA) to put catalytic converter-type devices on diesel engine trucks to clean up the air. He said these grants were appropriated in 2005, and they are non-lapsing grants. He said the first retro 2 budget is moving funds between Character 02 and Character 03 into Character 04 to line up with some expenses that have occurred; Retro 4's budget is transferring funds from Character 04 into Character 03 to correct the accounting; and, the third part is doing the same thing to the Hazardous Household Waste Grant, which is a non-lapsing state grant that changes the accounting from Character 04 to Character 03, and makes the accounting expense references align at the end of the year.

Chair Hunter told Mr. Williams that sections one, two, and three of Proposal No. 563, 2008 titled the Department of Public Works Federal Grants, Character 01's total increase to match section four, does not match up well in the actual ordinance. Mr. Williams said on the first page where there is an addition of \$419,619, and the next page where there is a state grant fund increase of \$315,841, is the addition of the two numbers which are listed as a decrease of \$735,460 in section 4. He said he reflected those amounts at the top of the hand-out. Chair Hunter said he realizes those amounts

match, but he is questioning the \$122,000 for the non-lapsing federal grant. Mr. Williams said that is the middle piece on his end that shows the net change of moving \$10,000 from Character 02, putting \$165,000 into Character 03, putting \$175,000 into Character 04, and making the switch of \$53,000 between Character's 03 and 04. Chair Hunter asked if the last part of the calculation was \$12,000. Mr. Williams answered in the affirmative. Mr. Williams said the addition of \$735,460, \$122,000 and, \$12,000 totals \$869,460, the amount of the ordinance.

Councillor Moriarty Adams moved, seconded by Councillor Speedy to send Proposal No. 563, 2008 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 7-0.

Mr. Williams said that he would like to thank the committee for their support over the last year, and that he is looking forward to continuing to work with the committee. Chair Hunter thanked Mr. Williams and the DPW staff for all they do, and said the long hours that everyone puts in for presentations.

New Business

Chair Hunter asked Pat Carroll, Deputy Director of Maintenance, DPW, to come forward with a report from the Fuel Board Committee. He said the Fuel Board Committee was established for the Public Safety surcharge. Mr. Carroll said that there were a number of meetings between July and September and those meetings culminated into Proposal No. 428, 2008. This proposal changed the ordinance, and said that emergency services employees with take-home vehicles shall be charged an annual fuel charge determined by the Fuel Board Committee. The Fuel Board Committee consists of Dave Sherman, Director of DPW, Scott Newman, Director, Public Safety (DPS), David Reynolds, Controller (OFM), Michael Spears, Chief, Indianapolis Metropolitan Police District, (IMPD), Frank Anderson, Sheriff, Marion County Sheriff's Department, Bill Owensby, President, Fraternal Order of Police (FOP), and Mike Reeves, President, Firefighters Local 416.

He said the proposal states that a fuel surcharge recommendation must be made by December 1 annually. Mr. Carroll said on December 1 all of the members of the board met. In addition to the members present, at the meeting was the Chief of the Indianapolis Fire Department, (IFD), the Assistant Chief of IFD, and the Deputy Chief of IMPD, as well as Mr. Carroll. He said there was a lengthy discussion about the fuel surcharge for 2009. Mr. Carroll briefly read the highlights of that meeting. Detailed findings are attached as **Exhibit B**.

The motion stated, "Once the Indianapolis Oil Price Information Service (OPIS) average daily retail price of unleaded fuel reaches \$ 3.00 per gallon, emergency service employees, as described above, will be charged the equivalent of one tank of fuel (17 gallons) per month x \$3.00 per gallon; and once the Indianapolis, OPIS average daily retail price of unleaded fuel reaches \$4.00 per gallon, emergency service employees, as

described above, will be charged the equivalent of one tank of fuel (17 gallons) per month x \$4.00 per gallon.

Mr. Carroll said the findings also stated that if emergency service employees wanted to opt out of paying a fuel surcharge, they could, but they can not use the emergency services vehicle for personal use, or for outside employment. Mr. Carroll said that motion was passed 5-2, with Mr. Owensby and Mr. Reeves casting negative votes. He said if this offer passes, OFM will have to work out how the surcharge is charged per pay period. The departments and agencies would have to provide a list of emergency service employees to whom this would apply. Mr. Carroll said DPW monitors the OPIS average retail price daily. He said there was a question of whether a vehicle should be tagged if an employee opted out of the program. DPW was directed to take a look into the matter, and whether the vehicle should become a "for official use only vehicle."

Councillor Dane Mahern asked what the main concerns were of the people that cast the negative votes. Mr. Carroll said there are representatives available from the firefighters and the FOP. Mr. Reeves said that he has a different concern from the FOP. He said the firefighters have a very small number of take-home vehicles that are normally managed as emergency and emergency response vehicles. He said the department does not have personal or part-time issues, but most of the employees that have vehicles are on call for emergency response. He said they have an emergency management system in place that requires certain people to respond. Mr. Reeves said that he does not have a problem with the concept, but he has a problem with how it is managed. He said he voted no because he did not think it was a well thought out plan. He said he does not know what a fair, equitable plan should be, and he said he is not speaking in opposition of this plan, but he is speaking on behalf of the firefighters that have concerns.

Councillor Moriarty Adams asked if the vehicles could be used for personal use, while in the possession of the employees. Mr. Reeves said he can not say they will not. He said Brian Sanford, Chief, IFD, said he would reduce the number of non-emergency, non-essential take-home vehicles.

Councillor Speedy asked Mr. Reeves if the employees have the vehicles when they are not on call. Mr. Reeves said some employees do, and some do not. Councillor Speedy asked if all vehicles were distinguishable as fire-safety vehicles. Mr. Reeves answered in the affirmative. Councillor Speedy asked can any of the vehicles respond to a call at any time whether or not they are on call. Mr. Reeves said he believes that answer is yes, but he does not want to speak on behalf of Mr. Sanford. He said Mr. Sanford will address the need for vehicles that are not for emergency response. Councillor Speedy asked Mr. Reeves if the policy is still able to be used based on the findings of the Fuel Board. Mr. Reeves answered in the affirmative. He said his department is only a small portion of the 1600 vehicles that are affected. He said IFD currently has about 50 vehicles, and that number will soon be reduced to 40. Councillor Moriarty Adams if the current number of vehicles, which IFD have, are assigned to people at all times. Mr. Reeves answered in the affirmative.

Councillor Brian Mahern asked Mr. Reeves if the vehicles could be used for a personal errand, and be called to an emergency issue. Mr. Reeves said if they are on-call vehicles, then the answer is yes. He said IFD has some employees that are on call twenty-four hours, while others have assigned details. Councillor Brian Mahern asked if it might be possible for an employee be called to an emergency service while transporting a family member. Mr. Reeves said that is a possibility.

Aaron Sullivan, Immediate Past President, FOP, said he is coming on behalf of Mr. Owensby who was not able to attend tonight's meeting due attending the FOP's regularly scheduled business meeting. Mr. Sullivan asked that any kind of matter on the surcharge matter be postponed tonight. He said he just learned of the details concerning the surcharge yesterday, and there is a large interest shown by the FOP's members, as well as members of the community. Mr. Sullivan he is asking for more time so that public testimony can also be heard.

Councillor Moriarty Adams asked Mr. Sullivan, did Mr. Owensby vote no for these reasons, did he know, or is he at liberty to say. Mr. Sullivan said Mr. Owensby does have some issues with the actual charge, and the policy in general. He said in the past, there has never been a Police Chief or Mayor to suggest this type of proposal.

Councillor Dane Mahern asked if the FOP is optimistic that an agreement can be reached on this matter. He said earlier in the year, the fuel cost got so high that the city was worried about how fuel costs were going to be paid. He said while fuel costs are down right now, they are probably going to increase again, and an agreement needs to be reached. Mr. Sullivan said this is not the first time an issue such as this has come forth. He said the United States Congress has given direction to the Internal Revenue Service (IRS) to make emergency service vehicles tax exempt. Mr. Sullivan said the IRS has made it clear that police vehicles should be tax exempt. He said they would like more time to research what the governing bodies such as the United States Congress and the IRS have to say about issues such as this one.

Chris Bailey, Labor and Management Committee, FOP, said he thinks there is room for better negotiation. He said most of the members believe the surcharge is a public safety tax on police officers. He said some alternatives could possibly be to develop a partnership with businesses or add a small fee to tickets. Mr. Bailey said the members of the FOP need a chance to review all of this information. Mr. Sullivan said they are willing to work with the Council, and they have worked with the Council in the past. He said that is evident when the membership accepted a 0% pay raise in 2006. Mr. Bailey said the FOP has shown willingness this summer to work with the city when they were asked to reduce the consumption of gas. He said consumption was reduced by 15% in a short period of time. He said right now he does not think this proposal is where it needs to be for the members to agree.

Chair Hunter asked Mr. Carroll to address the IRS regulations. Mr. Carroll said the IRS publication will have to be reviewed further. He said the vehicles the emergency

services personnel have are considered to be qualified non-personal use vehicles, and they are provided to the personnel as a working condition benefit. He said there is a bit of a discrepancy because they are non-personal use vehicles. Mr. Bailey said since September 11, 2001, the federal government has mandated that police departments take certain precautions to protect the United States citizens. Some of those precautions are carrying biological suits and masks in their vehicles. He said these items were issued by the city, and can be found in the trunks of police officers, so whether they are running an errand to the grocery store, at any time, they are on call. He said there are 150 members that are a part of an Event Response Group (ERG). These individuals are trained in crowd tactics and chemical weapons, so they can respond at any moment. Mr. Bailey said he experienced a similar emergency this past summer during the tornado on the east side of Indianapolis. Mr. Bailey said there is a chance that a family member may be in the car, but he said it is a lot quicker to drop a family member off than it is to drive to your district and unload the contents of your personal vehicle into a vehicle that may or may not be available, or is not fully equipped and cared for such as a take-home vehicle.

Mr. Bailey said the benefits of having the vehicles in the neighborhoods, as well as a quick response out weigh the costs to taxpayers. Mr. Sullivan said they are doing more with less already. He said they are down to about 1,580 officers as opposed to 1,640, and the additional 100 police officers they thought they were getting, they are not getting. Mr. Sullivan said in reference to the IRS publication, it talks about limited personal use, and not using the vehicles for events of entertainment. He said there is allowance for police officers to use the vehicles.

Councillor Speedy moved, seconded by Councillor Moriarty Adams to "Postpone" making a decision on the Fuel Board's surcharge recommendations until the Public Works meeting on December 18, 2008. The motion carried by a vote of 7-0.

Presentations

Andrew Lee, President of the Irvington Development Committee said this is a key economic development project that is taking place on the east side of Indianapolis, and he is pleased to report that they have the full support of businesses and the community on this project. Mr. Lee said they have commitments that will allow them to reach their goal for federal funding. The Committee received the presentation whole-heartedly. Mr. Patrick Sullivan, Chairman, Irvington Development Committee, conducted the presentation. The brochure detailing this project is attached as **Exhibit C**. Highlights of the presentation are as follows:

- Irvington Development Organization
- Streetscape Project Overview-Scope
- Streetscape Project Overview-Objectives
- Project History- Milestones
- Streetscape Project-Project Status
- Project History-Funding

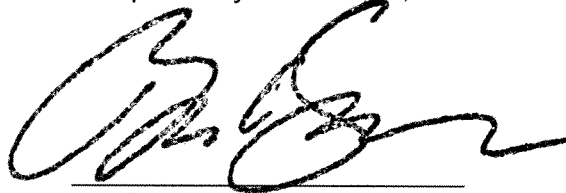
- Streetscape Project- Benefits (Neighborhood)
- Streetscape Project Benefits (Indianapolis East Side and City at Large)
- Challenges
- Reasons for Right-of-ways
- Opportunities for Partnership with the City (Existing areas of partnership)
- Opportunities for Partnership- Assistance from City
- Infrastructure Improvements

Councillor Vaughn introduced Conrad Cortellini, President, Green Broad Ripple Inc., Clarence VanKirby, Board Member, Green Broad Ripple Inc., and Neal Bennett, Secretary, Green Broad Ripple Inc, and constituents of his district. Each member conducted the presentation on the benefits of Rain Gardens. The committee received the presentation whole-heartedly. Information detailing this presentation is attached as **Exhibit D**. Highlights of this presentation are as follows:

- The benefits of Rain Gardens
- Zipper Technology
- Recycling
- Urban Garden Initiative
- Green Alley Initiatives
- Green Infrastructure

There being no further business, and upon motion duly made, the meeting was adjourned at 7:25 p.m.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Benjamin Hunter', written over a horizontal line.

Benjamin Hunter, Chairman

BH/cj

Proposal No. 563, 2008

E x h. b. + A

I.

Local Funds (1AG)	Federal Grant Fund (2BX)	State Grant Fund (2CH)
(735,460)	419,619	315,841

Current Structure:

	Budget	Expense	Revenues (Reimbursed)
Local Funds (1AG)	X	X	
Federal Grant Fund (2BX)	JE budget to grant	JE expense to grant	X
State Grant Fund (2CH)	JE budget to grant	JE expense to grant	X

Proposed Structure:

	Budget	Expense	Revenues (Reimbursed)
Local Funds (1AG)	X	X	X
Federal Grant Fund (2BX)	X	X	X
State Grant Fund (2CH)	X	X	X

II.

Non-Lapsing Federal Grant:

	4RETRO 2	4RETRO 4	Net
Character 020 - Supplies	(10,000)		(10,000)
Character 030 - Contractual Services	(165,000)	53,000	(112,000)
Character 040 - Capital Expenditures	175,000	(53,000)	122,000

III.

Non-Lapsing State Grant:

	Hazard House Waste
Character 020 - Supplies	
Character 030 - Contractual Services	12,000
Character 040 - Capital Expenditures	(12,000)

Exhibit B

December 1, 2008

SUBJECT: Meeting of the Fuel Board Committee, December 1, 2008

Members of the Fuel Board present were the Chair, David Sherman, Director, Public Works; Scott Newman, Director, Public Safety; Michael Spears, Chief, IMPD; David Reynolds, Controller; Kerry Forestal, Chief Deputy Sheriff; Bill Owensby, Fraternal Order of Police; Mike Reeves, Indianapolis Professional Firefighters Union Local 416.

Other attendees were Brian Sanford, Chief, IFD; Dudley Taylor, Assistant Chief of Administration, IFD; John Conley, Deputy Chief, IMPD; Pat Carroll, DPW-IFS.

The Fuel Board Committee met to determine if and when an annual fuel charge would be fixed for 2009 for emergency service employees of the city or county authorized use of a qualified non-personal use vehicle as a working condition benefit in accordance with Internal Revenue Service Guidelines and by Section 279 -227, Eligibility for Take Home Car, of the Revised Code.

After a discussion concerning an annual fuel charge for 2009, the following motion was proposed by David Reynolds:

“Once the Indianapolis Oil Price Information Service (OPIS) average daily retail price of unleaded fuel reaches \$3.00 per gallon, emergency service employees, as described above, will be charged the equivalent of one tank of fuel (17 gallons) per month x \$3.00 per gallon.

Once the Indianapolis OPIS average daily retail price of unleaded fuel reaches \$4.00 per gallon, emergency service employees, as described above, will be charged the equivalent of one tank of fuel (17 gallons) per month x \$4.00 per gallon.

Fuel charge revenue will be deposited into the respective budget of the department / agency of the employee paying the fuel charge.

This fuel charge will remain in effect for a 90 day period and will be reevaluated based upon the Indianapolis OPIS average daily retail price at the end of the 90 day period.

Emergency service employees can opt out of paying a fuel charge and if they do, they will not be able to use their emergency service vehicle for personal use or for outside employment.”

The motion was seconded by Scott Newman. The motion carried by a vote of 5 – 2 with Bill Owensby and Mike Reeves casting negative votes.

Based upon the above:

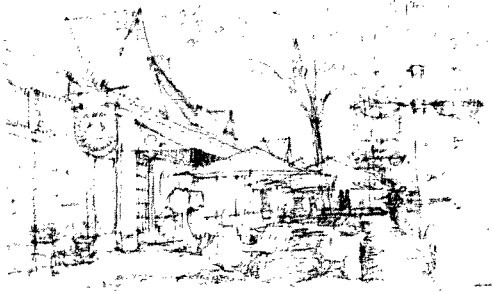
Exhibit B continued

The Office of Financial Management will work out the actual amount of the fuel charge per pay period and inform the Fuel Board Committee. Departments / Agencies will provide a list of emergency service employees that are subject to the fuel charge and employees who opt out of paying the fuel charge.

DPW will monitor the Indianapolis OPIS average daily retail price of unleaded fuel and alert the Fuel Board Committee as the price approaches \$3.00 and \$4.00 and the actual date when it hits the triggering point(s) for the fuel charge. DPW will also keep the Fuel Board Committee informed during the 90 day period.

DPW will review options for individuals opting out of the fuel charge concerning affixing a decal similar to other government entities that have "For Official Use Only" vehicles.

Irvington Development Organization
Washington Corridor Streetscape Project



Presentation for the Indianapolis City-County Council
Public Works Committee

December 4, 2008

Agenda

- Irvington Development Organization
- Washington Corridor Streetscape Project Overview and Status
- Challenges
- Opportunities for Partnership with the City

Irvington Development Organization

- Member-based non-profit incorporated in October 2002
- Board of Directors includes representation of all major Irvington neighborhood groups
- Track record of successful activities and coordination with other key neighborhood organizations

For more information:
www.irvingtondevelopment.org

Neighborhood groups include the Historic Irvington Community Council, Irvington Garden Club, Irvington Guild of Artists, Association of Irvington Merchants, Irvington Historical Society

Key initiatives in addition to the Streetscape:

- **Focus Initiative**- business and economic development; enabled IDO to hire FT corridor director; over \$65,000 in façade improvements grants distributed, business/commercial property inventory, coordination with other initiatives
- **Green Initiative**- launched to explore possibility of Irvington serving as a pilot community for Mayor's Indy GreenPrint Program
- **Neighborhood Plan**- Identify and address issues facing community; develop overall neighborhood improvement objectives and strategy; identify specific objectives and task areas for economic development, neighborhood identity and branding, public safety, others
- **Preserve America**- Irvington was among the first 5 Preserve America Community Neighborhood Designations

Successes:

- \$1 million grant from U.S. Dept. of Transportation for Streetscape Project
- Local Initiative Support Corporation (LISC) grant to hire full-time corridor director (three years)
- Over \$65,000 in Fostering Commercial Urban Strategies (FOCUS) Initiatives matching grants for façade improvements
- With Irvington Historical Society and Historic Irvington Community Council, \$5,500 grant from Preserve America
- Economic Development Plan
- Business Directory

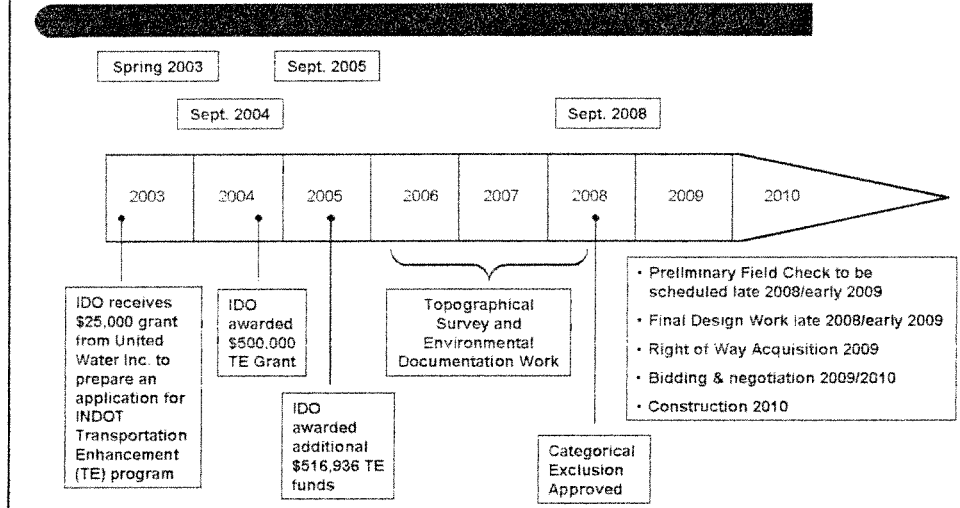
Streetscape Project Overview- Scope

- The overall vision of the project includes a two mile stretch of Washington Street between Emerson Avenue on the west to Edmonson Avenue on the east.
- Phase One is between Irvington Avenue and Bolton Avenue, to focus on the central commercial district in Historic Irvington between Ritter Avenue and Audubon Road.

Streetscape Project Overview- Project Objectives

- To create a sense of place for Irvington residents and a destination for the City and Metro Area;
- To increase the quality of residential life along and around Washington Street; and
- To enhance the economic vitality of Irvington for current and prospective businesses.

Project History- Milestones



- Spring 2003 - IDO received \$25,000 grant from United Water Inc. to prepare an application for the Indiana Department of Transportation (INDOT) Transportation Enhancement (TE) program
- September 2004 - Irvington awarded \$500,000 Federal TE grant
- September 2005 - Irvington awarded an additional \$516,936 in Federal TE funds and IDO begins raising local funds to match the TE funds
- 2006-2008 Topographical Survey and Environmental Documentation phases completed
- September 2008 – Categorical Exclusion Approved
- November 2008 – Field Check comments received from INDOT

Streetscape Project- Project Status

- There are three key pre-construction phases:
 - ✓ Topographical survey - Completed
 - ✓ Environmental documentation – Completed
 - Preliminary plans and bidding
 - INDOT has provided comments on the preliminary field check plans; field check is being scheduled
 - Design approval hearing, final engineering and final plans are the next steps
 - Right of Way acquisition is needed
 - Construction on the streetscape is planned to begin in 2010

Length of a project like this depends on many factors:

- Proposed design and construction scope
- Complexity of environmental review
- Potential Right of Way acquisition
- Compliance with regulations
- Required review periods for project steps
- Unexpected issues to resolve

Project History- Funding

- Federal TE Funds: **\$1,016,936**
- Federal Matching Requirement: **\$249,760**
- IDO Fundraising Objective: **\$300,000**
- Raised to Date: **\$244,798**
- Balance to Meet Federal Match: **\$4,670**
 - A local business challenge grant is expected to complete the federal matching requirement by first quarter of 2009

Donations of \$5,000 and above have been received from:

- The Indianapolis Foundation
- Metropolitan Board of Realtors
- Kenra LLC
- Community Health Network
- National City Bank
- Citizens Gas
- Philip Wilhelm
- David Lurvey

Streetscape Project- Benefits



- **Neighborhood-**
 - Traffic calming features and managed traffic flow contribute to safer, pedestrian-friendly commercial district
 - Quality of life improvements
 - Enhanced cultural image and neighborhood identity
 - Drives further business and residential investment
 - Long-term increase in property values

Streetscape Project- Benefits

- **Indianapolis East Side and City at Large-**
 - Creates a "destination" neighborhood for East Side and City
 - Enhances current and future East Side economic development
 - Provides a neighborhood "hub" connecting other East Side, City and State initiatives
 - Provides an east end "gateway" to the City
 - Improvements to the National Road Corridor become major contributions to the positive image of the City
 - Provides a neighborhood success story for the City to leverage

Indianapolis East Side and City at Large-

- Creates a "destination" neighborhood for East Side and City, leveraging Irvington's long standing historic neighborhood status and unique character
- Helps make the wider East Side area attractive for business and residential investment, enhancing current and future economic development beyond Irvington
- Provides a neighborhood "hub" connecting other East Side, City and State initiatives- the streetscape project sits at the center of other key improvement projects, including the Pennsy Trail and planned Emerson streetscape project, planned Washington Street improvements on the Near East side, and Major Moves improvements on East Washington Street. The Irvington project also provides a "bookend" with the Cumberland project for improvements along US 40 between Hancock County and the East End of Indianapolis
- Provides an eastern "gateway" to the City, serving as a first impression to visitors, commuters and potential investors, and as a bridge from far East Side developments to the City center
- US 40 National Road Corridor is a thoroughfare as important to Indianapolis as Meridian Street- improvements on the corridor become major contributions to the positive image of the City
- Provides a neighborhood success story for the City to leverage- demonstrates City's commitment to quality of life issues that play a key role in attracting new investments and in retaining current businesses and residents. The streetscape improvements are a positive project for the City the success of which is already demonstrated by the ability of the neighborhood to raise the required matching funds.

Challenges

- **Additional regulatory compliance requirements**
 - Need to acquire right of way for as many as 5, and possibly more, parcels will add process and time, extending projected start of construction to 2010
 - May add as much as \$90,000 to pre-construction costs
- **Increases in materials costs since 2003**
 - Actual construction costs could be nearly twice the current TE funding

Reasons for ROW issues-

- Additional ROW north on Washington between Layman and Audubon is required because of lack of publicly accessible sidewalk when parallel parking was provided (City did not acquire additional ROW to make up for what was used for the parking space)
- Temporary ROW needed for construction at Washington Court Condominiums, for replacement of masonry piers and wall that encroach on ROW
- Bus shelter location at West corner of Walgreens will require additional ROW

IDO is currently developing fundraising strategies to offset some of the costs of design elements, including grants for plantings, funding of specific elements with donor recognition (for example donor funding of benches with a recognition plaque); IDO will also incorporate low-cost options for elements (for example City decorative lights)

Opportunities for Partnership with City

- **Existing areas of partnership**

- City is the Local Public Agency for the TE grant, entering into an agreement with INDOT to make the project eligible for federal funding
- Presence on IDO Streetscape Steering Committee of Mayor's Liaison, IHPCO and DPW
- City role in administration of TE funds, oversight of construction
- IDO responsibility for maintenance of all facets of the project that are not standard roadway features (post-construction)

Contributions from IDO:

- Inception and initiation of the project; organization of neighborhood effort to pursue streetscape improvements
- Secured TE grants
- Secured matching funds; pursuing additional funding for project elements, long-term maintenance and management
- Project management through the design phase
- Leadership on local level coordination of neighborhood organizations' inputs to project
- Coordination of Streetscape with other neighborhood improvement initiatives to maximize overall collective impact and benefits

Opportunities for Partnership- Assistance from City

- **Assistance with infrastructure improvements**
 - Scarify and overlay all pavement in project areas
 - Pavement repairs, including potholes and correction of drainage problems
 - Replacement of all curb and sidewalk in project area
 - Replacement of traffic signals, poles and controls at Ritter and Audubon, consistent with replacement of signals on New York Street
- **Assistance with ROW costs**
 - Reasons for need to acquire additional right of way
 - Additional ROW becomes City property; City directly benefits from Streetscape improvements


Infrastructure Improvements

- IDO has secured a \$1.25 million investment for **enhancements**- there is a need for infrastructure improvements as part of the project in order to ensure the maximum long-term value of the investment and enhancements
- The City significantly benefits from the value and outcome of this investment
- The infrastructure improvements would have been needed in any case, and would diminish the value and effectiveness of the enhancements if done after the streetscape project- needed demolition and construction would damage or alter the streetscape work

Reasons for ROW issues (as above)-

- Additional ROW north on Washington between Layman and Audubon is required because of lack of publicly accessible sidewalk when parallel parking was provided (City did not acquire additional ROW to make up for what was used for the parking space)
- Temporary ROW needed for construction at Washington Court Condominiums, for replacement of masonry piers and wall that encroach on ROW
- Bus shelter location at West corner of Walgreens will require additional ROW

For More Information



Contact:

Amandula Henry
Corridor Director
Irvington Development Organization
338 S. Arlington Avenue, 110A
Indianapolis, IN 46219
317-260-0669
www.irvingtondevelopment.org

'Exhibit D'



Indianapolis City County Council DPW Committee

Rain Garden Presentation - December 4, 2008



Green Broad Ripple, Inc. A 501 c (3) Corporation
Dedicated to a more sustainable Broad Ripple.

Mission:

To enhance the Greater Broad Ripple Community by promoting a healthful, productive, and fulfilling quality of life through; community education, promotion of "Reduce-Reuse-Recycle" practices, and development of a neighborhood "Town Plan" toward a more sustainable future.



Rain Garden: A rain garden is a garden which takes advantage of rainfall and stormwater runoff in its design and plant selection. Usually, it is a small garden which is designed to withstand the extremes of moisture and concentrations of nutrients, particularly Nitrogen and Phosphorus, that are found in stormwater runoff. rain gardens are sited ideally close to the source of the runoff and serve to slow the stormwater as it travels downhill, giving the stormwater more time to infiltrate and less opportunity to gain momentum and erosive power.



Rain Garden:

- Help solve common drainage problems
- Reduce runoff and recharge groundwater supplies
- Keep sediments and pollutants out of streams
- Attract birds and butterflies
- Require less maintenance than grass lawns
- Reduce the amount of water pollution



This is how the alley behind 6310 N. College Ave. looked on January 2007.

- Heavy rains regularly flood the area.
- New construction of the Bank made matters worse.
- Garage floor is 6" below grade.



On Friday, July 20 2007, DPW repaired the alley using the "Zipper" technology. The process involves: grinding the surface with a special piece of equipment, Grading the surface smooth, and spreading a reconstituting agent.



This is how the alley looked on July 23, 2008.

Not very promising.

The surface issue is important but is separate from the drainage issue.

We decided to tackle the drainage problem first and investigate whether a rain garden offered a plausible solution. The Green rectangle marks the location which is on private property directly adjacent the alley at a low point in elevation.

On July 18 we began digging the hole by hand.

On Sept 25, 2008 we hired a backhoe.

On Oct 3, 2008 with the help of one of your own, We dedicated the first Green Broad Ripple Rain Garden

Hair @ 6310 partnered with GBR to design and construct a 4,500 gallon raingarden/French drain to retain, infiltrate and evapotranspire all the runoff stormwater that collects on this portion of the alley. This raingarden has been very successful at reducing the runoff problem of this alley along with eliminating nearly 34,000 gallons of runoff from entering the sewer system or the nearby Canal.



This effort is not an isolated random act of kindness. It is part of a concerted effort to make Broad Ripple a sustainable community through a series of project initiatives.

Recycling:

The recycle the bottle story:

- Glass is difficult to recycle.
 - Bin Grant - Coca-Cola/National Recycling Coalition grant (50 bins).
 - 10 Participating Restaurants.
-
- We are currently collecting and recycling 4 tons of bottles every two weeks.
 - Full waste stream recycling is our goal.

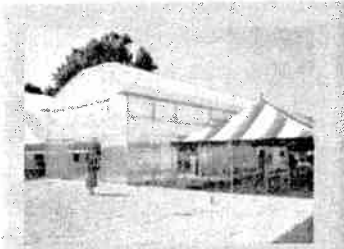
This effort headed largely by the efforts of Brenda Rising-Moore, GBR Board Member and co-owner of the Union Jack Pub.

Urban Garden Initiative

- Business Enterprise - Economic Development - www.myfarmsf.com
- Grow food for Restaurants.
- Use restaurant refuse for compost.
- Build green houses and bio digesters.

This year we established two trial urban gardens. The results were greatly encouraging thus, in 2009, we expect to begin a much more serious effort.

We have forged a partnership with the Indiana State Fair a nearby local neighbor connected to Broad Ripple via the Monon Trail.



Who has offered the use of their new green house to produce next year's plant starts. They are also advising us as to possible grant opportunities.



Green Alleys Initiative:

Broad Ripple Alleys are wonderfully diverse spaces; sometimes very urban other times almost disappearing into nature. They provide glimpses of the more personal and informal ambience of our community.



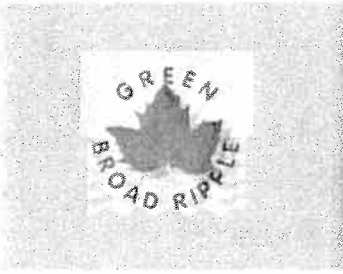
The "New Urbanism" has long espoused that alleys could lead to better integration of automobile and foot traffic. Where streets are primarily vehicular in nature accommodating pedestrian traffic to varying degrees, alleys could become primarily pedestrian spaces which accommodate the automobile on occasion. This could provide an alternative network for strolling, exercising and generally getting around.



Beyond the transportation and recreation possibilities, alleys, if they were Green, could provide more opportunities for a connection to nature while working to ameliorate drainage and sewer problems. Planting a greater variety of indigenous species could enliven the visual space with plants that are well adapted to the climate and would require little or no maintenance. Use of water management techniques such as rain gardens, eco-swales, and semi-permeable paving, while also enriching the visual experience, would, at the same time, ease the sewer burden by providing ways for storm water to return naturally to the aquifer.



Development of living units above the garages could provide a whole new real estate market in what could be called "affordable housing" - increasing density without altering the ambience of the primary face of the community. This would represent Economic Development and new source of income for the local Broad Ripple economy.



We realize that these are ambitious goals. Yet we feel that these types of initiatives are just the sort that can address the challenges we face as we look to the future. We also realize that any measure of success can only come about through a collaborative effort of Private, Governmental, and Non-profit Organizations. We are hopeful the committee will see fit to look favorably on our request to:

- Support our grass roots effort.
- Advise us as to the best and most appropriate way to proceed toward implementation.
- Open lines of communication with our organization.
- Direct and introduce us to other governing agencies with jurisdiction bearing on our efforts.

Included:

- Green Infrastructure - Neal Bennett
- Green Alleys - Gazette Article by Cortellini
- Letters of Support
 - DMD Maury Plumbeck
 - USGBC
 - Harmoni

Green Infrastructure:

Stormwater “best management practices” (bmp’s) – raingardens, bio-swales, green roofs, constructed wetlands, infiltration strips

These can be used in conjunction with permeable asphalt, concrete, or pavers.

Utilizing these methods relieves existing infrastructure of storm water volumes that can undermine our current stormwater and combined-sewer pipes. These bmp’s lower traditional infrastructure maintenance and replacement costs, prevent cso overflows into natural waterways, provide habitat for wildlife and native flora, as well as provide an aesthetic characteristic which improves a neighborhood’s quality of life. These bmp’s can provide all of this by harnessing the natural power of plants and soil to work for us. Creating the right soil media and selecting the proper plants can greatly reduce flood events by infiltrating the storm water back into the ground, recharging ground water, and allowing plants to transpire the water back into the atmosphere. It has been shown by the USFS that a 1 in. rain event lasting 12 hours can be intercepted by urban trees removing up to 17% of runoff volume, thus preventing this water from entering the sewer.

Broad Ripple often has ponded water in the streets and alleys after rain events. This drainage problem is responsible for damage to private and public property, cso outfall into the White River, car accidents, etc. Green Broad Ripple wishes the City to utilize bmp practices into infrastructure projects that are planned for our neighborhood. GBR is currently using these techniques in our own projects. One such project is the College Avenue Alleyway. This alley has had a long history of flooding and ponding water. Hair @ 6310 partnered with GBR to design and construct a 4,500 gallon raingarden/French drain to retain, infiltrate and evapotranspire all the runoff stormwater that collects on this portion of the alley. This raingarden has been very successful at reducing the runoff problem of this alley along with eliminating nearly 34,000 gallons of runoff from entering the sewer system or the nearby Canal.

It is GBR’s mission to promote green solutions for community problems. One such problem in Broad Ripple is the need for greater living density, without disrupting the existing bungalow neighborhood quality of Broad Ripple. One solution is the concept of a Green Alley. The alleys of BR are underused, deteriorated, and often impassable for automobiles. The increase the urban storm water runoff and provide little service to our neighborhoods. GBR proposes to make these alleys “green” by employing permeable asphalt surfaces, linear urban gardens, single resident living quarters in unused buildings, garages, and carriage houses on the alleys, where possible, and most importantly provide safe pedestrian and bicycle paths for the residents of these new living quarters as well as all Broad Ripple residents and visitors.

Neal Bennett
Environmental Scientist
Butler, Fairman, and Seufert, Inc.

Green Alleys

I began this column in October Of 2006 thinking that once the benefits of Green were elucidated herein the community would rally around the concept and declare Broad Ripple a Green Community. Perhaps I was more than a little naive in this expectation because I am learning many are having trouble even just imagining what a Green Broad Ripple might look like. In this climate, projects that propose large steps toward sustainability, even though meritorious, have found and will probably continue to encounter opposition. Now as a matter of reference, I would like you to know that Patty (my wife) and I have taken to theaming the years of our lives as a means of becoming aware of the larger patterns that influence our "Quality of Life". The theme of this year is "Unrelenting Patience" which followed last year's; "Appropriate Selfishness." Since establishing 2007 as the year of "Unrelenting Patience", Patty and I have been amazed at the large number of opportunities that have presented themselves to practice this virtue. With this year's theme strongly influencing our posture, I and my Green friends (we) would like to propose a baby step; "Green Alleys." Here is the thinking:



Broad Ripple Alley Photo by Cortellini

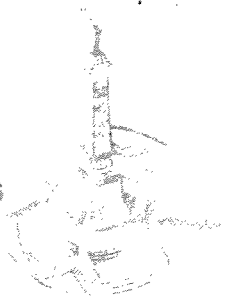
As Patty and I walk the alleys of Broad Ripple regularly, we have come to the realization that alleys are an underappreciated and underutilized asset. They are wonderfully diverse spaces; sometimes very urban other times almost disappearing into nature. They provide glimpses of the more personal and informal ambience of our community. The "New Urbanism" has long espoused that alleys could lead to better integration of automobile and foot traffic. Where streets are primarily vehicular in nature accommodating pedestrian traffic to varying degrees, alleys could become primarily pedestrian spaces which accommodate the automobile. This could provide an alternative network for strolling, exercising and generally getting around.

Beyond the transportation and recreation possibilities, alleys, if they were Green, could provide more opportunities for a connection to nature while working to ameliorate drainage and sewer problems. Planting a greater variety of indigenous species could enliven the visual space with plants that are well adapted to the climate and would require little or no maintenance. Use of water management techniques such as rain gardens, eco-swales, and semi-permeable paving, while also enriching the visual experience, would, at the same time, ease the sewer burden by providing ways for storm water to return naturally to the aquifer.

Even this baby step will present some formidable challenges. The effort will require cooperation from the Mayor's Office, Department of Metropolitan Development, Department of Transportation, Metropolitan Police, Our Neighborhood Organizations, the City Council, surrounding neighbors, and agencies yet to be identified. It will require fund-raising. It will bring up issues of privacy, public safety and crime, and community responsibility. The process will test our patience as diverse views and interests bear on the related issues. It will not be easy. But it will bring us together to work out solutions to difficult problems that directly affect the "Quality of Life" in our community. This is what community building is all about.

We (Green Broad Ripple) propose an even smaller baby step. Before beginning a program to revitalize the alley network of Broad Ripple, we have in mind a particular section of alley that can be used as a test model. This may not only test the physical techniques of the reconstruction but also the process to bring the diverse interested parties together voluntarily to arrive at solutions that are mutually beneficial - mutually beneficial to all involved and to the planet as well. Completing a small section that can work out the logistical problems will provide concrete evidence for the evaluation of possibilities and give us confidence to take the next baby step. It may also give us reason to consider 2008 as the year of "Effective Perseverance."

If you like to comment on this idea, send me an email at the address below.



August 26, 2008

To Whom It May Concern:

The purpose of this letter is to offer support to Green Broad Ripple for its Green Alleys Initiative. The prospect of a pilot program to convert the little used alleys of Broad Ripple into spaces that provide well landscaped and convenient pedestrian ways is a very exciting one. In addition to the benefit to pedestrians, the proposal anticipates using green concepts such as rain gardens and ecoswales to manage storm water so that it is returned to the aquifer therefore easing the burden on the City's sewers. If successful, this concept may have applicability in other Indianapolis neighborhoods. To better ensure success, the Green Alleys Initiative should closely coordinate its efforts with the Indianapolis Department of Public Works and Department of Metropolitan Development.

Sincerely,

A handwritten signature in black ink that reads "Maury Plambeck".

Maury Plambeck, AICP
Director



August 1, 2008

To Whom It May Concern

RE: Green Broad Ripple Grant Application-Letter of Support

HARMONI-Historic Midtown Neighborhoods Initiative supports the goals and plan of Green Broad Ripple for their Green Alleys Initiative. It is projects like these that are within the HARMONI geographic area that will contribute to the overall goal of improving community infrastructure, safety and connectivity.

Please give serious consideration for their grant.

Sincerely,

Cindy Zweber-Free
Vice President and Co-Chair
HARMONI



USGBC INDIANA CHAPTER

1 August 2008

Conrad Cortellini, President
Green Broad Ripple, Inc.
6025 North Park Avenue
Indianapolis, Indiana 46220

RE: Green Alleys Pilot Project

Dear Mr. Cortellini:

The Indiana Chapter of the U.S. Green Building Council is pleased to provide this letter of support to for your application for a grant for the Green Alleys Pilot Project. USGBC Indiana is confident, if awarded funding, that this demonstration project will yield valuable information to our 232 members as we help educate Indiana construction industry professionals regarding the opportunities presented by sustainable urban design that promotes more diverse, more compact, and more walkable communities.

In addition, this project will yield valuable cost and performance information regarding the effectiveness of green street amenities that reduce the quantity and improve the quality of storm water. The city of Chicago has embarked on a project to transform 2000 miles of its alleys to make them more permeable to reduce their serious issues with Combined Sewer Overflows. Since Indianapolis also has a major CSO issue, this demonstration project could go a long way toward educating the public about the many benefits of more intelligent stormwater design.

USGBC Indiana wishes you success with your proposal. Let us know if we can do anything to assist with your continuing efforts to improve Indiana's environment and economy.

Sincerely,

A handwritten signature in black ink, appearing to read "William M. Brown".

William M. Brown, AIA, LEED AP
Vice Chair, USGBC Indiana